

To-day's Advertisements.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR FOCHOW VIA SWATOW AND AMOY.
THE COMPANY'S STEAMSHIP
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 2nd instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 8th May, 1901. [321c]

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE COMPANY'S STEAMSHIP

"HITACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignments will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 17th instant, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 8th May, 1901. [323c]

Continuation.

A. S. WATSON & Co., LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1878.

SCOTCH WHISKY.

A.—THORNE'S BLEND \$10.80
B.—GLENORCHY, MELLOW BLEND, a fine Soda Whisky of great age... 10.80
C.—ABELOUR-GLENLIVET 12.00
D.—H.K.D., BLEND of the Finest Old Malt Scotch Whiskies 14.40
WATSON'S SPECIAL—
"E"
VERY OLD LIQUEUR SCOTCH WHISKY 15.00
Of superb quality and great age—pronounced by all connoisseurs to be the BEST BRAND in the Far East.
Small quantities are supplied at proportionate whole sale rates.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 8, 1901.

REUTER'S TELEGRAMS.

RUSSIA'S INTERNAL TROUBLES.

LONDON, May 6th.

Wholesale arrests, and seizures of documents, have been made at St. Petersburg. Several hundreds of persons have been arrested during the past forty-eight hours. Revolutionary proclamations are scattered broadcast through the capital.

BRITISH SOUTH AFRICA.

The larger Goedeckop, which has long been the base of the Lydenburg Commandos, has been captured after some hours fighting, by two of Sir London-Blood's columns. The enemy fled.

BRITISH SOUTH AFRICA.

The Boers have evacuated their position at Hartbeestfontein, and are scattering to the north, west, and south. Commandant Delarey is with the southern portion.

The total British casualties during April, amount to eight officers killed and

SHANGHAI RACES—SPRING MEETING.

SHANGHAI, May 7th.

SUBSCRIPTION PLATE (Walters).

Mr. Twoy's Silver Spur 1

Mr. Black's Advance 1

Mr. Vane's Rani 1

CRITERION STAKES (China Ponies).

Mr. Duff's The Dealer 1

Mr. John Peel's Set 1

Mr. G. H. Potts's Desert King 1

GRIFFINS' PLATE (China Ponies).

Mr. Kanuck's Porginal 1

Mr. Toeg's Cotton 1

Messrs. Elphinstone and Macpherson's Black Pearl 1

CATHAY CUP (China Ponies).

Mr. Robson's Loyalty 1

Mr. King's Rio Grande 1

Mr. Toeg's Amphion 1

Jockey Cup (China Ponies).

Mr. Everard's Hopeless 1

Mr. Ganewal's Empire 1

Mr. Ruby's Briffless 1

HART LEGACY CUP (China Ponies).

Mr. G. H. Potts's Morikurus 1

Messrs. Oswald & Hunter's Royston 1

Mr. Crawford's Esperance 1

Time, 57 2/5.

KIANCHU-PLATE (China Ponies).

Mr. Rodock's Chessy 1

Mr. Kanuck's Ichimura (late Igel) 1

Mr. J. M. D's Touch-me-not 1

Time, 3:49.

[The above results are published with the kind permission of the Hongkong Jockey Club.]

WEATHER REPORT.

The Observatory report says—

On the 8th at 12.15 p.m. the barometer has

risen slightly on the E. coast of China, and

remains steady on the S. coast. Pressure is

relatively low over the S. and S.E. coasts of China,

with unsettled weather on the China coast

generally. Forecast:—Variable winds, moderate;

squally, thunder storms.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide

advertisement appearing elsewhere.

PAUCELS mail, for Europe, &c., per steamship

Dallaur will close at 3 p.m. on Friday, the

10th inst.

TO-NIGHT is the last performance in Hongkong

this season of the Brough Comedy Company.

"Niobe" is to be staged.

MINUTE guns were fired and the flags of the

warships in the harbour, half-masted this

morning, on account of the death of U.S. ex-

President Harrison.

NOTICE.

Our Special Edition is now on sale and may

be obtained on application. Price fifty cents.

Intending purchasers are advised to order

early. See advertisement appearing elsewhere.

INSPECTOR of nuisances L. E. Brett had a fine

batch of prosecutions on hand at the Magistracy

this morning for various breaches of the Sanitary

laws of the Colony, and a whole crowd of

Chinamen were nuzzled in various sums.

A SECOND detachment of the 14th Sikhs, some

250 strong, left Shanghai on the 5th inst., says

the M. C. D. News, for the North in the hired

transport *Formosa*; and six sections of the

Vickers Maxims leave here for the North on

the 7th inst.

A RETURN of the number of cases of communi-

cable disease occurring in the Colony during

the week ended May 4th gives:—Bubonic

plague 93 cases, 92 deaths; small-pox 4 cases,

2 deaths; 1 case of enteric fever (European).

The small-pox cases include 2 Europeans and

2 Chinese.

WE shall be obliged if any subscriber on

receiving his paper late or irregularly will

write on the Wrapper of the paper the Time of

delivery, etc., and forward the Wrapper to the

Manager, *Hongkong Telegraph Co., Ltd.*, 50

Queen's Road Central. The wrapper will

enable us to check the delivery copies.

A SPECIAL telegram to the N. C. D. News

dated Peking, 30th April, says:—The Peace

Plenipotentiaries, Prince Ching and Li Hung-

chang, have asked the British Minister to

request the Rev. Timothy Richard of Shanghai

to proceed to Shansi and settle all the cases

there. The Committee on indemnities gives

its final report to-morrow.

WE stated in yesterday's issue, says the *New*

Press of the 2nd inst., that Ching Hsiang,

At the meeting of the Sanitary Board held this afternoon for the purpose of considering a suggestion by His Excellency the Governor to allow Plague patients in Yumail to be treated in their own homes, under proper supervision, it was decided that the Board could not recommend the adoption of the course suggested. A full report of the proceedings will be given in to-morrow's issue.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

A HOME paper says:—The various life-boat stations around the coast are subject to periodical surprise visits by the authorities. An alarm is given and the vessel launched, a record being made of the time taken by the crew to assemble and man the lifeboat. The time of such visits is supposed to be kept a profound secret, and to be known only to the chief officer. Within the last few days, however, one of the lifeboat crew attached to a well-known town on the south coast was summoned to appear on some trivial matter before the local bench of magistrates. He wrote and apologized for his absence on the ground that there was to be a surprise launch of the lifeboat. The inhabitants are now discussing among themselves whether this fisherman had been crystal gazing or had succeeded by some other means in penetrating into the future.

THE case of cruelty to animals which came before the Mixed Court on Thursday last shows, only too plainly a Chinese Magistrate's ideas of cruelty says *Sport & Gossip* of the 28th ult. A cow with a broken thigh was being driven along the road, at the same time being beaten with a stick, and in such agony that it could hardly hobble along. To quote from the American Assessor's own statement, "he was unable to make the Magistrate take a serious view of the case, as he said foreigners killed cows and yet wanted to punish these men for cruelty." Fine \$1. Surely a foreign Assessor should be able to make a Chinese Magistrate take a serious view of such a case, and also make him understand the difference between killing and torturing. I believe it is generally acknowledged that the S. S. P. C. A. has done a deal of good work in Shanghai, but such a fine as this is putting a premium on cruelty and disheartening to those who have worked hard for the Society.

It is understood, says the *Manila Times* of the 4th inst., that the Governor-General, Major General MacArthur, has unofficially signified his intention to release one thousand prisoners of war in recognition of General Tinio's surrender. A similarly magnanimous promise has been made in the cases of Generals Malvar and Lueban, the last two important leaders in the field provided they lay down their arms within the proper time limit, which is believed to be June 2 or 15. These three surrenders will therefore release three thousand prisoners. Already one thousand have received liberty as a signalization of Aguinaldo's peace proclamation, and about six hundred and fifty have been liberated through exchange of rifles. These additional numbers, then, will empty all the political prisons of the military government, with the exception of Guam, where exceptional cases are being cared for. Such an act of magnanimity on the part of Gen. MacArthur is thought to create a widespread effect upon the natives of the Archipelago.

LORD Lansdowne's reply to the American request that this country will accept the Hay-Pauncefote Convention as amended by the United States Senate is a temperate, but at the same time a dignified despatch. The United States Senate, whatever its merits may be, is not a body that is distinguished either for the amenity of its public manners or for its acquaintance with the guiding principles of international law. Had it possessed such an acquaintance the Senate would have had too much respect for the doctrine that, as Vattel expresses it, "all nations are interested in maintaining the faith of treaties and causing it to be everywhere regarded as sacred and inviolable," to ignore the elementary principle of public as of private intercourse, that it is not open to one of two contracting parties to break a contract without the consent of the other. As it is, however, the Senate's first amendment of the Hay-Pauncefote Convention coolly states that the Clayton-Bulwer Treaty is "hereby superseded." We should like to know what the United States Senate would have said if that announcement had been made from Westminster instead of from Washington. To such an exhibition of bad faith and worse manners there could of course be only one answer, though it might have been couched in more or less conciliatory language, according to the taste and fancy of the Minister responsible.

LORD Lansdowne points out that although the Clayton-Bulwer Treaty is an "international contract of unquestionable validity," the British Government have been confronted by a proposal, "without any previous attempt to ascertain their views," for the abrogation of that instrument. The British Government "prefer, as matters stand at present, to retain unmodified the provisions of the Clayton-Bulwer Treaty." But even apart from the Senate's flagrant violation of the general principles of the validity of contracts, the amendments proposed for British acceptance are utterly inadmissible. So long as the British Empire remains what it is—and where it is—we cannot afford to let the United States have a treaty right of interference in time of war with a canal connecting the Atlantic and Pacific Oceans. Here, as elsewhere, the open door is the principle for which we contend, and we are not going to let it be slammed in our face by the United States Senate. *Pall Mall Gazette*.

THE CHARGE AGAINST A SANITARY INSPECTOR.

John Mills, a Sanitary Inspector, was charged on remand:—"That the said John Mills, on the 30th day of April, 1901, at No. 2 Gorge Lane, Victoria, in this Colony, feloniously did slay and kill one Wong Kam Lee, against the peace of our Sovereign Lord the King, his crown and dignity."

Mr. Reece appeared for the Defendant, and Mr. Hays for the Prosecution. Accused was allowed to be seated.

Dr. Thompson, sworn, stated: I am Medical Officer in charge of post mortem examinations. I remember 30th April. I was called on to examine the body of Wong Kam Lee, at the Public Mortuary. The body was identified in my presence by Wong Sum and Wong Hee. There was a bruise on the right side of the head with one or two slight cuts and a depressed fracture of the frontal and right parietal bones. The cause of death was, in my opinion, shock due to fracture of the skull and concussion of the brain, resulting from a fall from a height. There were no other injuries to the body. There were no other marks on the body.

By Mr. Reece.—Falling from the top of a house would account for the injuries.

Wong Sam, a man with a patch of plaster on his forehead, sworn, stated, I am a private rich-sha coolie living on the 2nd floor of No. 2, Gorge Lane. I have lived there two years. There are twelve other men living on the second floor; they are rich-sha and chair coolies. I remember the night of 29th April. I slept on the roof. I went up at 8 p.m. When I went up there was nobody else there. Nobody came up before I went to sleep. I awoke when I was struck by the accused and the clock tower was striking five. He struck me with a stick. We got up and saw three men besides the accused. Their names were Wong Lee, Wong Tai, Wong Kam Lee and myself. The three men were sleeping on the side of the roof. Deceased was sleeping on the side of the roof. Deceased was sleeping on the edge, and I was next to him. The accused struck me and then Wong Lee. Accused then struck Kam Lee and the latter fell down. I cannot say how many times he struck him. Wong Kam Lee fell down the smoke hole and the accused went downstairs into the ground floor of No. 2, looked at the deceased and came out. I also looked at the deceased and saw that he was in a dying condition. The accused went to the Station and I followed him. He spoke to the Inspector on duty. I didn't understand what he said. I first reported the matter to the police. This was after five on the day in question.

By Mr. Reece.—I don't know the name of my employer. I am a Haifung man. The other inmates of the 2nd floor of the house are all Haifung men. It is a common lodging house. Wang Yee is the keeper. The second floor is licensed for twelve persons. I have been there for the last two years. There have never been more than twelve men on that floor between eleven at night and five in the morning, or at any other time.

Mr. Hays submitted that there might have been a teaparty.

Witness.—There had never been any gambling in the house. The accused arrived at 5 a.m. on the 30th April. There was an interpreter with him. I know the man but not his name. There were four, including myself, sleeping on the roof on the night in question. I don't know how many were on the 2nd floor. When I first awoke the other three men on the roof were fast asleep. Nobody ran up from the 2nd floor on to the roof. The interpreter came on to the roof. There is a ladder leading to the roof through a man-hole. The interpreter did not come on to the roof until after the deceased fell. I saw him come up. I don't know if he had anything in his hand. You could not see anything on the roof from the bottom of the ladder. It was not light at 5 that morning; it was quite dark. There was no lamp on the roof. I was about a foot from Wong Lee when I awoke and about two feet from deceased; accused only struck me once. I heard no noise before I was struck. I didn't hear anyone call out when I was struck. Wong Lee did not call out after he was struck; he sat down. Deceased was not awake before he was struck by accused. I could see that deceased was struck; he was hit on the back. I can't say accused had a stick. I don't know what kind it was. There was no parapet to the roof and deceased was sleeping close to the edge. He fell into the yard. Accused went down to see him and immediately went to the Station to report. After I had looked at Deceased I followed the accused. The accused spoke first at the Station. It was an inspector who was on duty. Deceased is a cousin of mine. He was unemployed. He had only been ten days in the Colony and I supported him.

By the Bench.—I was present at the Mortuary on 30th April and I identified the body in the presence of Dr. Thompson.

(Case proceeding.)

A NEW SYNAGOGUE IN HONGKONG.

Mr. A. J. Raymond yesterday afternoon laid the foundation stone of the new Synagogue in Robinson Road.

Among many others present were:—Messrs. A. J. Raymond, A. Howard, E. Kelly, E. Schellin, D. Haskell, R. Turnbull, S. Sassoon, S. A. Joseph, D. M. Moses, R. M. Ezekiel, E. Ezekiel, E. A. Hardoon, S. H. Michael, E. J. Moses, C. S. Gubbay, D. S. Gubbay, J. Fredericks, D. E. Ellis, A. S. Gubbay, and Messrs. Leigh and Orange.

Mr. Raymond before laying the stone said in the course of a speech that the Synagogue was greatly indebted to the generosity of Mr. Jacob Sassoon, who defrays the cost of the building and to his brothers, Messrs. Edward and Meyer Sassoon, who supply the site. It was a great pleasure to him (Mr. Raymond) to inform the ladies and gentlemen present that the Synagogue when completed would be dedicated to the Jewish Community of Hongkong, in memory of his beloved mother, Leah. He also expressed his thanks to Messrs. Leigh and Orange (the architects of the Synagogue) for their able superintendence of the work, which, he said, would be another instance of their good and skilful workmanship. (Much applause.) Mr. Raymond then laid the foundation stone with a silver trowel bearing the inscription:—"Presented to A. J. Raymond, Esq., to commemorate the laying of the foundation stone of the new Synagogue, Hongkong, 7th May, 1901."—Leigh and Orange, Architects. Mr. Raymond, tapping the stone with the trowel, declared it to be well and truly laid.

The stone bore the following inscription in the Hebrew and English:—"This foundation stone was laid by A. J. Raymond, Esq., 7th May, 1901." Mr. Howard replied to Mr. Raymond's speech, and said how much the Jewish Community of Hongkong owed to the liberality of Mr. Jacob Sassoon. Mr. Howard made some few further remarks, which were applauded, and the ceremony then ended.

believe it is the intention later on to build a school for Hebrew, on the site presented by Messrs. Sassoon, as there is plenty of space for the purpose.

The principal dimensions of the new Synagogue will be: Length inside, 80 feet; width inside 36 feet, and height to underside of principals 25 feet. The seating accommodation will be 250 on the ground floor and 90 in the Ladies' gallery. The building is estimated to cost \$26,000.

THE BROUGH COMPANY AT THE THEATRE ROYAL.

A bumper house witnessed the last but one final performance of the Brough Company last night.

The piece chosen was "A Village Priest," and the continued and loud applause alone testified how well the piece was received. It went with a smoothness and finish from beginning to end, as all the plays presented during this season have done. The house this evening will be crowded to overflowing, as it is the last appearance of the Brough Company. "Niobe" will be presented, Mrs. Brough taking the part of Niobe, and Mr. Brough as Amos Dunn. It will meet with a royal reception in spite of the heavy rain prevalent at present. Few will miss the opportunity of not turning up this evening, to wish this Company "Bon voyage," who have done so much for our pleasure during their short stay here: we hope soon to welcome them amongst us once more, and to get imbued with some of their pluck and spirit, which have characterised them all through their stay here.

A NEW HONGKONG BARRISTER.

Yesterday at the Supreme Court, Sir John Carrington, C.M.G. (chief justice) presiding, Sir William Neville Montgomery Geary, Bart, was enrolled as a barrister in this Colony on the motion of Mr. J. J. Francis, K.C. Sir William formerly held the post of Attorney-General of the gold Coast, and Mr. Francis handed in an affidavit showing that Sir William was admitted a member of the Honourable Society of the Inner Temple in 1880. Captain Startin, H.M.S. *Arcturion*, produced an affidavit of the identity of the applicant.

Mr. Francis said that Sir William Geary's name appeared in the *Law List* as a member of the Inner Temple, and said there could be no doubt of his identity and qualifications. His Honour Sir John Carrington then directed that Sir William Geary be admitted and enrolled to practise as a barrister in this Colony and said that he had much pleasure in making the order, and wished Sir William a pleasant and prosperous time in Hongkong, should he elect to stay and practise in the Colony.

Sir William thanked His Honour for making the order, and for his good wishes, and shook hands with Mr. Francis.

We understand, however, that it is not Sir William's intention to stay permanently in Hongkong, as he is making a tour of the Far East to further his knowledge of commercial affairs out here, and intends on his arrival back in England to stand again for Parliament. He stood for Durham City in the last General Election as a Liberal, but was defeated. Sir William came to Hongkong on H.M.S. *Arcturion*, and left yesterday afternoon aboard the same ship for Shanghai, whence he returns here shortly.

He is the fifth baronet, the first baronet being in 1778 Admiral of the Fleet.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

May 8th.

THE "GLENGLYLE" v. "HANGCHOW" COLLISION CASE.

This case came on for hearing this morning before Sir John Carrington, Kt., C.M.G., Chief Justice, and Commander Blackburn, R.N., and Capt. F. D. Goddard as nautical assessors.

Mr. Francis, K.C., instructed by Messrs. Johnson, Stokes and Master, appeared for the *Hangchow*, and Mr. E. H. Sharpe, instructed by Messrs. Deacon and Hastings, for the *Glenogle*.

According to the preliminary as read by Mr. Francis the ships in collision were the steamship *Hangchow*, Joseph Pearce master, and the steamship *Glenogle*, Temperley Darke master. The time of the collision was about 5 minutes to five o'clock in the afternoon of the 21st March, 1901. The place, in the Harbour of Hongkong at a point about half way between the Easternmost buoy of the Messageries Maritimes and the Canadian Pacific buoy and a little to the north of a line joining the two buoys. The wind was about E. N. E., light, force about 2. The weather was fine. The tide was young flood: about five hours before, high water. Current running from East to West about one to two knots. The *Hangchow* was heading nearly due West for the Canadian Pacific buoy; speed about six knots; engines at half speed. The *Glenogle* was first sighted about half-a-mile off and about 1 1/2 points on the starboard bow, apparently lying at the P. & O. buoy. When the *Hangchow* had approached to within about 200 yards from the *Glenogle* the latter gave a short blast with her whistle and it was then noticed for the first time on board of the *Hangchow* that the *Glenogle* was under way. A collision was then inevitable and the order was given on board of the *Hangchow* to port hard, to go full speed astern, and to let go both anchors. Both anchors were promptly let go, first the starboard, then the port, engines were put full speed astern and the helm was put hard over. The stem of the *Glenogle* came into collision with the starboard bow of the *Hangchow* about five or six feet from the stem. The faults ascribed to the *Glenogle* are, want of proper lookout; failure to blow a long blast on the whistle when the *Hangchow* came in sight passing Kowloon point to give notice she was under way; failure to fly the pennant required by the Harbour Regulations to be flown when navigating a fairway; porting instead of starboarding when collision imminent; not stopping and reversing her engines.

The other preliminary act showed that the course of the *Glenogle* was E.S.E. and her speed 2 to 3 knots. The other ship was first seen about 1 knot distant and bearing 2 points on the port bow. The *Glenogle* blew a prolonged blast on two occasions, the first when the *Hangchow* appeared to be making across the *Glenogle*'s bow and the other when the *Hangchow* failed to alter this course. When the collision appeared to be inevitable the engines of the *Glenogle* were put full speed astern. The faults attributed to the *Hangchow* are that she did not keep out of the way of the *Glenogle*, as required by Article 19 of the Regulations; she endeavoured to cross ahead of the *Glenogle* contrary to Article 22. She did not slacken her speed or stop or reverse as required by Article 23 and did not keep to that side of the fairway or mid-channel which lay on her starboard side, as required by Article 25. Hon. Basil R. Taylor, sworn, stated:—I am

and a half in the Harbour Office, and a year Acting Harbour Master. I have a chart on which are marked the positions of the buoys in the harbour. The positions of the buoys on the chart produced were made by myself and are practically identical with the official one. There are three fairways established by Ordinance. The western end of the central fairway is marked by two buoys. The fairway is not a straight line; it is marked by buoys. I now mark the two lines of buoys on the chart. There is not any hard and fast line for the central fairway about the wharves and anchorages. The M. M. eastern buoy is one of the buoys in the northern line of the Central fairway. The Quarantine Anchorage is about half a mile from the northern fairway buoy. Assuming a vessel to

the chequered buoy at the N.W. corner of the men-of-war anchorage and was outside the buoy. Between Blackhead's and Kowloon Point altered the course to about West. I was on the Kowloon side of the channel. I was steering for the *Empress of China*, then at her buoy. The steamers at anchor were heading about E. S. E. to the flood tide. I passed about 300 yards off Kowloon Point. When passing the point I had the ensign, the house flag, and the blue pennant flying. I was going to Butterfield & Swire's north westernmost buoy. I intended to pass the *Empress* on my port hand and follow up the line of buoys until I got opposite mine. I was flying the blue pennant because I thought it was right I should do so. I considered myself to be going through the northern fairway. I was aware that the bearing of the S. boundary of the fairway as given in the Regulations didn't fit in with the chart. I considered the bearing 57 1/2 to be the correct one. I thought it was a mistake in the figures. I have been navigating in and out of Hongkong Harbour about fourteen years.

(Case proceeding.)

THE PLAGUE.

Number of cases reported (Chinese) 337
up till noon of the 7th
May, 1901 (Other Asiatics) 1
Number of cases reported (Chinese) 14
during the past 24 hours (Other Asiatics) 0
Total number of cases reported to date 357
Number of deaths reported (Chinese) 322
up till noon of the 7th
May, 1901 (Other Asiatics) 1
Number of deaths reported (Chinese) 9
during the past 24 hours (Other Asiatics) 0
Total number of deaths recorded to date 334

THE CRISIS IN THE NORTH.

SHANGHAI.

A Natural Indignation.

SHANGHAI, May 2nd.

It is stated by the Tientsin native newspapers that the *Empress* "owager" was exceedingly indignant and wrought upon receipt of the news of the burning of her Winter Apartments. It is further stated that the unfortunate conflagration will afford her a further reason to refuse returning to Peking.

Li Hung-chang Feels Safe.

A Peking dispatch states that Li Hung-chang has been a large house in Peking for the reception of his family who have been sent for from Hobei, Anhui, the ancestral home of the Li clan.

Yang Ju to Remain.

The *Sinpo* learns that upon receipt recently of the news of the illness of Yang Ju, Chinese Minister to St. Petersburg, the Hsiao Government under advice of Li Hung-chang offered to send Kuei-Chun (Mr. Banchoff), Vice-President of one of the Six Bureaus, to take Yang Ju's place. The matter was therefore broached to M. de Giers who, however, is said to have replied that there was no necessity for the change. Apparently Yang Ju is a persona grata with the Russian Government.

A Second Kang Yi.

A telegram from a high official at Hsiao to friends in Shanghai complains bitterly of the haughtiness and curt manners of Lu Chuan-lin vis-a-vis his colleagues in the Grand Council. Lu Chuan-lin takes no pains to hide his resentment against any one holding opposite views to himself, even in the *Empress Dowager's* presence, who usually pretends not to notice Lu's breaches of etiquette. Kang Yi acted in this way just before the outbreak of his protégés the Boxers, and there is some apprehension amongst the more far-sighted that, perhaps, this conduct of Lu Chuan-lin may be the forerunner of something similar in the not distant future.—*N. C. Daily News*.

TIENSIN.

Affairs in the North.

(From Our Own Correspondent.)

TIENSIN, April 28th.
All is quiet here at present, weather hot and fine, and the community is settling down to regard their existence as life in a garrison town, but however, a garrison of many nationalities.

To the business man, however, the presence of the military, charming as the fair sex find the be-medalled hero of frontier warfare, is not altogether agreeable. All wish this weary business was finished somehow, but also the future seems as obscure as ever. Tientsin is changing rapidly, may be changed, it has lost something of its old individuality, society in which commerce reigned King, now yields the first place to the Son of Mars.—We are in a stage of development, I trust for the better.

Our streets are crowded with strangers, of all classes, and many not the most desirable, who are here to seek their fortunes in what they must deem to be the Klondike of China. New enterprise, new concessions are springing up on every side.

Now the Germans have extended their concession a considerable distance westward along the Race Course Road—Tientsin's boulevard—almost to the Courthouse.
Business is slowly looking up, the majority of the Cantonese have returned, and the buying and selling of land in the Native City goes on apace, cargo is slowly coming in from the interior and imports are looking up again, but not till the military are gone, and the Emperor returns to Peking, can we expect to see the old but accelerated Tientsin again. These two most desirable but, alas, improbable events happen then everyone says "look out for the boom." "Now Chinese more trust foreign man" the brokers say "foreign pigeon more easy." The Japanese are improving their concession rapidly, a fine carriage road, the continuation of the French Bund gives one a splendid road to the Tu-Tung Yamen, the Seat of the Provisional Government.—The French are making some fine new roads in their concession and also are not forgetting to have them tree bordered as in La Belle France.

We were much shocked to hear of poor Major Brownings (4th P. T.) death—poor Shan Hai-kuan last Sunday, shot by brigands, or Ma-Tsai, as they are called. These "band heads" are a great source of danger and annoyance, and seem impossible to put down, as they are here and there everywhere and nowhere when searched for, with friends in every village desperado, they are veritable guerrilla bands of hardy reckless men.

It is apparently settled that the German troops will go into summer camp at Pellaoh, already officers have selected the company grounds. Other nationalities will follow suit. Of the erstwhile summer homes at Pellaoh, Tientsin's upper ten, not one nail, or sufficient

woodwork to build a boy's toy boat remains, only blackened and scorched walls, the monument of a grateful Chinese (sic) peasant, who had gained considerable benefit by the foreign community in his midst.

The Germans the other day dug up a piano and some furniture which had been buried, and this week the English made a much richer haul in the vicinity when from information supplied by an impetuous native 19 fine modern Krupp guns were discovered beneath the ground.

Tientsin has been doing very well in the amusement line lately. Nearly every day in the Park from 4 to 6 the very fine band of the 6th German Infantry gives us a fine concert; last week they also gave a series of magnificent concerts in the Gordon Hall. We have also had a fine amateur variety entertainment, and this week the Taylor-Carrington Company play to houses crowded at all performances with residents and the officers of many nationalities, the foreign officers always come in large numbers to our entertainments and we hope understand them, though they seem undoubtedly to enjoy themselves.

Tientsin is full of swing, and cricket just coming on, the Royal Horse Artillery B battery held the first portion of their sports on the recreation ground the other day, and excellent they were, the sack and three-legged races, and the events open for the native followers provoking much amusement. The men of B battery are a magnificent set of men, at the Tug-of-War they have challenged North China. A packed squad of Royal Marine Artillerymen came up from Taku fort to meet the challenge, but though they "heaved" and "heaved" till their eyes nearly started from their sockets, the muscle and brawn of B battery was too much for them.

Our French neighbours maintain the "entente cordiale" and I am happy to say, the Settlements are spared any recurrence of the disgraceful rowdiness. The Welsh Fusiliers here are splendidly behaved set of men, and seem very efficient at their duties and thoroughly smart and well set up. The large military tournament at Peking was a great success, many foreign officers attending and kindly lending their hands, the French band the last day playing *God save the King* at the conclusion. The Welsh Fusiliers won the most marks for the bayonet exercise competition, the Baluchis the physical drill, the exhibitions in each case being a marvel of skill, training, and precision. The racing day, the German Artillery officers were the most successful, in the steeplechase a French officer, but then as an English officer said to me "look at the splendid horses they had, which they with their liberal field allowances here they can afford to pay for."

The gallings of B battery R.H.A., a section of which went up to compete, was much admired—the foreign correspondents said it was dangerous! However Field Marshal Waldersee was so pleased, it had to be repeated before him and his staff.

After the fateful burning of the Winter Palace and the sad death of General Schwarzhof, Tientsin was fairly buzzing with rumours.

The Chinese 80,000 strong were advancing on Pootung, fifteen thousand French and German troops had been hastily pushed forward, unequal numbers, we heard of mines, engagements, outposts cut off, train loads of wounded returning to Peking and so forth, but in reality beyond an affair of outposts here and there, and some inevitable but none the less sad casualties, General Mah and his brave men speedily retreated to their sphere of influence outside the confines of Chih beyond the wall.

The latest report to-day is that the Germans, catching the rear guard of Mah & Co., cut them up pretty badly, and the Chinese who escaped are running still.

There are rumours of possible advance into the interior, that bogey, which perpetually crops up, when there is no other boulder to spread. It seems Field Marshal Waldersee is doing his utmost to force the Emperor to return, but the Emperor's real intentions, or rather his capabilities of carrying them out, are a sealed mystery—I am afraid if we consider the whole question of forcing the Emperor to return, he holds the trump card, as the allies have neither the troops or transports to penetrate so far into the interior. A possibility of rebellion against the Dynasty may force the Emperor to return to his ancestral halls, certainly pressure of some sort from the real powers behind the throne is necessary to being about this desirable event.

The American troops are soon to leave us and it will be with regret that their many friends among their English cousins-in-arms will bid them au-revoir, as they have been our best friends all through the trouble here and are all a thoroughly good set of fellows.

Pekin races are close at hand, and soon Tientsin follows suit; training now is the order of the morning.

Mr. Peulsen our energetic resident who wired our messages from Peking to the coast in times of trouble, purchased the American military line, and in addition to his existing lines, has opened up telephonic communication with Peking, in Tientsin and to Taku.

The railways and privacy secured by private telephonic communication from the Capital to this Metropolis are too apparent to dilate upon.

Rain has fallen here, but not in sufficient quantity, and there is reason for uneasiness in the public health in the fast approaching summer; we have been always free of plague and other such serious visitations, and trust after the vicissitudes and dangers we have passed, we may escape this the most dangerous of all the military officials are doing their utmost to enforce sanitation but as I said before there is a danger.

The sooner, leaving only the necessary guards for safety, the troops go out to summer camps, the better.

The fourth brigade service troops are soon to leave us, but have not actually started yet. General Cummins who has made himself very popular here, will be greatly missed; there have been some hints that they are lingering on in the event of any possible advance.

To sum up the situation, we all feel here uncertain, and hesitate in our business affairs and the calculation of our future prospects. Many boldly declare the troops will never go away, others go still further and say "Division inevitable," the real fun has not yet begun. The Chinese local wisecracks say the Emperor will wait two years—maskee before he returns, the surrounding country is really full of bad characters and roving bands, all armed, but lying low on the approach of soldiers.

The Home Governments surely must not relish the bill for the little continued outing, and what has really been accomplished as punishment or towards a better restoration? Echo answers, what? The powers pack up a sort of peace or provisional government, and from their weariness retire, the latter will be worse than the first.

In the meantime, though as I said before the general aspect of affairs is locally improving, we are all anxiously awaiting the future, which to our community is of paramount importance.

THE INDEMNITY.

It is reported on good authority that the indemnity payable to the international merchants in the north for damage done to their properties amounts to 20,000,000 taels.

THE WRECKED "SOBRAON."

The *Hashin* arrived in Shanghai yesterday, and details of the wreck were obtainable; says the *New Press* of the 29th ult. From a sketch of the *Sobraon's* position on the rocks, drawn by a gentleman on the *Hashin*, we have made an attempt, through the instrumentality of a Chinese carpenter with an axe, to illustrate the exact situation. It is not an artistic picture, but it shows what it is meant to show, and that is the main point. As the ship is seen from the west approach, her hull is about half obscured by projecting masses of rock, rising at two points above the deck. The bow of the ship is gone, smashed in completely. This must have been done by the rocks on which she now lies; she humped over the first and second, but the third flattened her nose and stopped her. Her bottom is all torn out. If these rocks had not held her, only a few yards further she would have been against a perfect precipice, some hundreds of feet high, probably the cliff referred to in the Agent's telegram above mentioned.

The *Sobraon* was fifteen miles off her course, in the run from Maehsin to Tungying, which is about 200 miles, or for a 15 knot boat, say 12 hours. That is, she made over a mile an hour error. There are no sea currents that could account for that. But there are other currents that might. When the *Sobraon's* sister ship, the *Plassey*, was in Shanghai, it was noticed that her electric wires were arranged in a way that might easily affect her compasses. When the captain's attention was called to it, he promptly changed the idea, but it was proved to him so clearly that he had some alterations made, realising that the matter over would be culpable negligence, liable to lead to disaster. It is impossible to say at once that this proves the cause of the *Sobraon's* disaster, but it certainly proves that the electric wiring of the ship requires investigation. [The picture referred to, if as stated, ex-axe-made, shows that the *Sobraon*, is almost high and dry on the rocks, in a hopeless position.]

BRIGANDAGE IN CHIH-LI.

The *P. & T. Times* of the 27th ult. says:—The notorious *ma tsei* (mounted brigands or horse-thieves) who have for years been a chronic nuisance to the Chinese authorities in Feng-tien, outside of the Great Wall, have recently been assuming a bolder attitude and have made their appearance on this side of Pei-tai-ho where they have invaded the villages and small townships, carrying off the wealthier men and holding them for ransom. The British commanding officer at Shan-hai-kwan last week sent out sixty rifles under the command of Major Browning of the Fourth Punjab Infantry to drive the brigands out of the district and to make some reconnaissances in the direction of the *hsien* of Fu-ning; the men were detained at Lin Shao-yung, and marched off in a North Westerly direction; as they approached the hills towards Fu-ning the force came across an entrenched village and Major Browning with six men made a detour to take it in flank. The enemy now opened heavy fire, and Mr. Stirling who was with the main body, fell, shot in two places. The Major and his six men in running across the open towards the village met with a scuffling fire and the former and one Sepoy fell dead, while two more were severely wounded. The men were brought off with difficulty. Later on some French and Japanese re-inforced the British and the village was carried with a loss of between forty and fifty bandits. The rest fled precipitately towards the N.W. in the direction of the Great Wall in the Hills. These are said to have passed over into Feng Tien. The cavalry and a large force of infantry sent out at once could find no traces of them during the following days.

The natives hold these *ma tsei* in deadly terror, and as the ruffians usually act in collusion with the village bad characters, it is extremely difficult to secure native co-operation in pursuing them; the necessary preliminary seems to be to infuse a greater fear than that which the bands inspire.

Since the above event the Shan-hai-kwan force has had an additional excitement in the pursuit of pirates. The latter were put down in their junks by U.S.S. *Petrel*, and coming into the shallows they landed in sampans and took to the fields; news was at once flashed to Shan-hai-kwan, and cavalry was sent out; with what success we have not yet heard.

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THE FUTURE RESIDENCE OF THE COURT.

Owing to Shensi being in a distressed state on account of famine, the Grand Councillor Sun Chia Noi the other day memorialized the Throne requesting the Emperor to remove the Court to Kai-feng, capital of Honan. It is reported that the two Imperial travellers have consented to his request and were determined to leave for Honan within this month. It is understood that when the Court is leaving for Honan from Hsianfu, it is necessary to have telegraphic communication on the way, along the route. H. E. Sheng, Director General of Telegraphs, has therefore deputed an official to commence building lines at Tungkuang Pass to connect with the wires now in communication at Chengtingfu.

TIENSIN NEWS.

(Peking & Tientsin Times.)

TIENSIN, April 27th.
The British military authorities made a fine haul this week at Shan Hai Kwan when, acting on information supplied by an impetuous native, they dug up nineteen fine modern Krupp guns. There was a general belief in the camps that these guns were hidden in the neighbourhood, and many a search had been made by the various units of the allied forces.

The Provisional Government police in the district of Chung Ling Cheng has lately been extremely active in the pursuit of River thieves; Captain Ducat makes daily captures and is effecting serious inroads into the organizations. For years the Tientsin foreign authorities have affected to poo-poo the idea that there was such a body on the River, and scoffed at the statement that they had their own code of private day and night signals; but recently overwhelming evidence has come to hand that this is the case. For a long time all Captain Ducat's attempts were frustrated by this means. Getting wind of their prospective movements lately he kept his own counsel, and laid an ambush, with the result that twelve fully armed blackguards fell into his hands, five of whom were killed during the capture, while the rest met with summary judgment next day—a euphemism of which the less said the better.

The impudence of the local blackguards seems unlimited; finding that River piracy is now too dangerous a game, they have lately turned their attention to the Bay, and under the very guns of the men-of-war they have been robbing seagoing junks. News of this new departure was given to the Provisional Government, who securing the loan of a steam-pinnace sent out a force under the Tongku magistrate and seized twenty-one of the rascals *Jaegernde delicta*. Seized quantities of plunder were found in their own junks, including a huge quantity of ammunition. One of the men turned

'king's evidence,' and this led to the arrest of another large body of men on shore who were armed to the teeth and showed fight. We hear that some met with Federal justice, and some with Chinese, the only varieties of any efficacy in these cases.

SIR THOMAS LIPTON AND THE COMING UP RACE.

[AMERICAN MAIL CABLE.]

LONDON, March 30th.

In reply to a question asked by a representative of the press regarding the controversy as to the selection of a defender in the races for the America cup, Sir Thomas Lipton made this statement to-day:

"I wish to say nothing which can possibly be construed as a criticism or as gratuitous advice to the United States. I want only to meet the best boat America can build. I never want any one to be able to say after the cup races: 'You have won, but you have not beaten our best boat.' My ideas on the subject can best be gathered from what I am doing myself. I am putting the *Shamrock II* into open competition with any boat in the world."

Regarding his plans Sir Thomas Lipton said: "As soon as possible after the launching I am going to the Solent to have the trials. On my way back to the Clyde I shall probably accept the invitation of the Royal Yacht Club of Kingston to enter there. Then I shall go to the Clyde and enter the Glasgow Exhibition contests. As soon as possible after that, probably about June 12th, the *Erin* and *Shamrock II* will sail for America. I have not yet decided if *Shamrock II* will accompany them. We shall first go to the Azores to replenish our fuel, for on the last trip I found the *Erin's* coal capacity scarcely equal to the long slow voyage."

"I trust there will be sufficient wind to avoid much towing, for I believe that towing, on account of the strain involved, is much more harmful to a yacht than sailing. I expect the yachts will arrive in New York early in July. After the cup races, unless something unexpected prevents it, I will accept the Boston Board of Trade's invitation to take the *Shamrock II* to that city and have a little racing in New England waters."

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer..... 29.867
Thermometer..... 76.2
Humidity..... 84.0
Rainfall..... 15.0

TO-DAY.

WEATHER REPORT. On date at 10 a.m. On date at 4 p.m.
Barometer..... 29.87 29.78
Temperature..... 73 75
Humidity..... 96 90
Rainfall..... 3.98 —

TO-DAY.

Wednesday, 8th May, 1901.

Chinese—20th of 3rd moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 25min.
Sets..... 6hr. 28min.
High water—Morning..... 6hr. 30min.
Evening..... 7hr. 38min.
Low water—Morning..... 6hr. 42min.
Evening..... 7hr. 33min.

ANNIVERSARIES.

1865—Restoration of Prince Kung's honours.
1870—British ship *Dunmail* wrecked while entering Hongkong harbour.
1871—Treaty on the *Alabama* claims.
1873—Death of John Stuart Mill.
1893—The *Clan* first kerosine "tank" steamer arrived in Hongkong.
1897—Volo captured by the Turks.
1898—Balance of war indemnity paid to Japan.
1899—Port of Funing opened to trade and S.S. uao.

1900—H.M.S. *Terrible* arrives in Hongkong from South Africa. Great Reception given by residents.

TO-MORROW.

Thursday, 9th May, 1901.

Chinese—21st of 3rd moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 24min.
Sets..... 6hr. 28min.
High water—Morning..... 6hr. 30min.
Evening..... 7hr. 38min.
Low water—Morning..... 6hr. 42min.
Evening..... 7hr. 33min.

ANNIVERSARIES.

1805—Frederick Schiller died.
1890—New Town Hall at Tientsin opened.
1893—Waglan light first exhibited.
1896—Russian warships threatened to land men at Chefoo over the foreshore.

1897—Mutiny of Chinese troops at Woosung; Highlanders executed.
1898—The *Victor Emmanuel* sold by auction.

AGENDA.

TO-DAY.

6.30 p.m.—Regular Meeting United Service Lodge No. 1341 E.C.
9 p.m.—Final Performance of the Brough Company at the Theatre Royal.
Cargo ex *Glenfirth* subject to rent.
Cargo ex *Gaelic* subject to rent.

TO-MORROW.

3 p.m.—D. S. S. & Co.'s steamer *Catherine* leaves for Indian Ports.
5 p.m.—E. & A. Co.'s steamer *Guthrie* leaves for Australian Ports.
Cargo ex *Japan* subject to rent.

SATURDAY (11th).

Noon—P. & O. steamer *Ballaarat* with Mails etc. leaves for Europe.
4 p.m.—I. C. S. N. steamer *Yuensang* leaves for Manila.

SUNDAY, 12th.

Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports.

TUESDAY, 14th.

Cargo ex *Wittenberg* subject to rent.

WEDNESDAY, 15th.

Daylight—O. S. K. steamer *Akashi Maru* leaves for Coast Ports.
Noon—C. P. R. steamer *Empress of Japan* with Mails passengers, etc. leaves for Vancouver U.C.
Noon—N. D. L. Co.'s steamer *Prins Heinrich* leaves for Southampton.
Cargo ex *Hongkong Maru* subject to rent.

SATURDAY, 25th.

Noon—U. S. Co.'s steamer *China* leaves for San Francisco via Shanghai.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

May 3rd.
Mr. Dixon, chief officer of the s.s. *Hinkow*, has taken command of the s.s. *Saimun*, on the Canton Wuchow run.
Captain Lossius, of the s.s. *Nanning*, takes command of the *Fatsan*, on the Hongkong-Canton run.
Captain Dick, of the s.s. *Fatsan*, goes home.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Tacoma (*Victoria*) to-morrow.
Tacoma (*Tacoma*) to-morrow.
English (*Bengal*) 10th instant.
German (*Hamburg*) 14th instant.
American (*China*) 16th instant.
American (*Doric*) 23rd instant.
Canadian (*Empress of China*) 28th instant.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver on Tuesday, the 7th inst., for Hongkong via the usual Japanese ports of call.

HONGKONG AND WHARF DOCK RETURNS.

U.S.S. *Runnigton*..... at Kowloon Dock.
Nanchang..... " " "
Centurion..... " " "
Argus..... " " "
Hongkong..... " " "
Medea..... " " "
Newark..... " " "
Satsuma..... " " "
Burnside..... " " "
Six..... " " "
Compagnie Filipina..... " " "
Lung Tsing..... " " "
Hongkong..... " " "
Colombo..... " " "
Pellina..... " " "
Quarta..... " " "

PASSED THE CANAL.

Outward—16th April—*Machan*, *Achilles*, *India*, *Adriatic*, *Deucalion*, *Easingwold*, *Ville d'Alger*. 10th April—*Bengal*, *Banca*, *Nürnberg*. 23rd April—*Annam*, *Hamburg*, *Bennoch*. 26th April—*Wakasa Maru*, *Coulson*. 30th April—*Prometheus*, *Strassburg*, *Auchenard*, *Dragoman*, *Heathburn*. 3rd May—*Ernest Simons*, *Glenloch*, *Jaon*, *Maria Valerie*, *Lafayette*, *Marina*, *Lindensale*, *Redcross*.

Homeward—9th April—26th April—*Stuttgart*. 3rd May—*Stentor*.

Arrivals at Home—1st May—*Adriatic*, *Bingo Maru*, *Patroclus*. 4th May—*Jutepoli*, *Aforavia*, *Pathan*.

Shipping.

Arrivals.

CHANGSHA, British steamer, 1,460, T. Moore, 7th May—Sydney 11th April, General—Butterfield & Swire.
HITACHI MARU, Japanese steamer, 3,827, G. Anderson, 7th May—Singapore 1st May, General—Nippon Yusen Kaisha.
ZAFIRO, American dispatch vessel, 674, L. A. Cotton, 8th May—Manila 6th May.
MACPHER, British steamer, 1,882, R. Glegg, 8th May—Mojoi and May, Coal—Doddwell & Co., Ltd.
DR. HANS JERK KIER, Norwegian steamer, H. Larsen, 6th, 8th May—Nenchang 30th April, Beans—Wun Tai.
HAIMUN, British steamer, 636, W. J. Davis, 8th May—Fochow 5th May, Amoy 6th, and Swatow 7th, General—Douglas, Lapraik & Co.
GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 8th May—Singapore and May, General—Joo Teck Seng.
TSINTAU, German steamer, 1,003, J. Sander, 8th May—Canton 8th May, General—Arnhold, Karberg & Co.
IRENE, Chinese steamer, 826, James Kirk, 8th May—Canton 7th May, General—C. M. S. N. Co.
HOIHAU, French steamer, 532, Merlees, 8th May—Fakhoi and Hoihow 7th May, General—R. Martz.
DAIJIN MARU, Japanese steamer, 950, T. Ogata, 8th May—Swatow 7th May, General—Mitsui Bussan Kaisha.
CARLISLE CITY, British steamer, 1,894, A. L. Paterson, 8th May—Mojoi 2nd May, Coal and General—Butterfield & Swire.
UMTA, British transport, 3,450, R. W. Gimblett, 8th May—Calcutta 26th April, Ballast—Admiralty.
SARNIA, German steamer, 2,052, Paeter, 8th May—Saigon 4th May, Rice—Slenssen & Co.
MAUSANG, British steamer, 1,614, Walsh, 8th May—Sandakan 2nd May, Timber—Jardine, Matheson & Co.

Clearances at the Harbour Office.
La Rhone, French str., for Canton.
Hailan, French str., for Hoihow.
Hilachi Maru, Japanese str., for Kobe.
Michael Josen, German str., for Haiphong.
Piranang, German str., for Swatow.
Kongnam, British str., for Canton.
Tsintau, German str., for Chefoo.

Departures.

May 8, *Arcthius*, British cruiser, for Woosung.
May 8, *Mongkut*, German str., for Bangkok.
May 8

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	Kobe and YOKOHAMA	FRIDAY, 10th May, at Daylight.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU N. Trent	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
WAKASA MARU J. B. MacMillan	Kobe and YOKOHAMA	FRIDAY, 24th May, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
HIROSHIMA MARU S. Yoshizawa	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
KASUGA MARU S. Yoshizawa	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at this Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd April, 1901.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIO"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COFFIN"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIO"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, a part of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

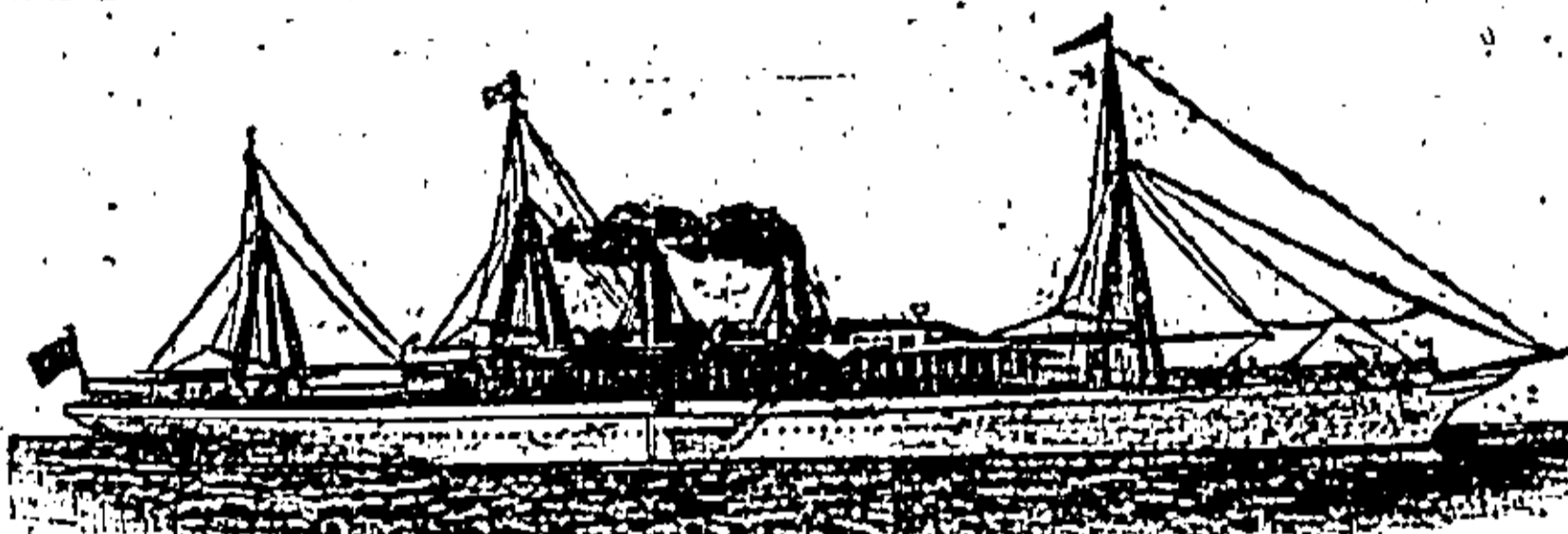
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE.)	21st May. } Freight.
SEGROVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	31st May. } Freight.
WITTENBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WHAMPOA"	9th instant.
MANILA.....	"SUNGKIANG"	9th instant.
KOBE and YOKOHAMA.....	"CHANGSHA"	14th instant.
AMOY and SHANGHAI.....	"WOOSUNG"	14th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"MACAOON"	11th May.
"	"ACHILLES"	11th May.
"	"PROTEUS"	28th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"ANTENOR"	14th May.
"	"CALCUTTA"	28th May.
"	"MACAOON"	11th June.
LIVERPOOL (DIRECT).....	"PYREUS"	10th May.
(Taking Cargo at LONDON RATES).....	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 8th May, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain J. G. O'Brien, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above TO-MORROW, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, "Ice," &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"FERNDENE".....10th May.
"AFRIDI".....24th May.
"HILLGLEN".....14th June.
"LOWTHER CASTLE".....30th June.
"HEATHBURN".....17th July.
* Calling at MANILA and Cebu.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 6th May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City.....	about	May 12
Belgian King.....	3,379	about June 10

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

30th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE AND GENOA.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA," Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 24th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA," Captain G. T. Blackland, will be despatched as above on FRIDAY, the 10th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th May, 1901.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubaltino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain P. Busacca, will be despatched as above on SATURDAY, the 11th instant, at Noon.

Bombay, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 6th May, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above on SATURDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for PORTLAND (Or.) on WEDNESDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent, or SHEWAN, TOMES & Co., Agents.

Hongkong, 1st May, 1901.

